

32 Nov
83



p4 Helpful Electrician
p9 Copper brake pipes

TRIUMPH
MAYFLOWER
CLUB

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lower portion cut. If you have a
better copy, please let me know.

INTERSTATE NETWORK CROSS

joined and went to the village of Belchertown, MA. The visitors were few and performed reluctantly (except for the usual tricots being hard to start and stop with), throughout the 75 miles roundabout.

At the same time, we left again for the southbound highway, which, like the northbound, was closed at Belchertown. We had to wait there for a quite a few hours for a break through.

We eventually found our way back to Springfield in the afternoon things were being worked out fully, so after leaving our luggage at those we had come to know (most of whom were going far into New York for the rest of the week), we moved down the highway.

On quite a bit of Vermont this night we had not seen a single car, and the second half of the night we did not see one either. The police said it was because we were in a rural place.

At 0500 we got up and took a walk around the modern, airy, and spacious garage just outside the hotel. The breakfast was excellent and available at 0600.

On my copy, this page has had lower portion cut. If you have a better copy, please let me know.

After we sat down later in the day we had a few more hours before we both agreed that it was great fun, although it was long late if not all day.

Although we had covered about 750 miles in the three days at an average speed of 40-45 mph without overdrive, the Renault proved completely reliable, very comfortable and easy to drive on the many superb Belgian and French roads.

A mention must be made about all the organization work done by Glyn Roberts which helped us to make things so enjoyable.

As a memento we have a button with a small G.O. sticker on it and a great many photos and slides to complete our 'Dutch Trip' scrap book.

As mentioned above we would love to do a similar trip again so how about the 10th Belgian Anniversary in 1996 or a combined trip with F.R.G.Y. for their 10th and ours in 1999. Has anyone got any ideas for itinerary and destination?

THE TRIUMPH MAYFLOWER CLUB.

CLUB OFFICIALS 1983/4.

CHAIRMAN:

PETER BURDGE. (Tel: 0272 857845)
The Limes, Tickenham Hill,
Tickenham, Clevedon, Avon. BS21 6SW

VICE-CHAIRMAN:

ALAN FENTON. (Tel: Ex directory)
18, Charthouse Road,
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HONORARY GENERAL AND
MEMBERSHIP SECRETARY:

ANDY LEACHMAN. (Tel: 0205 69920)
78, Parthian Avenue,
Wyberton, Boston, Lincs.

HONORARY TREASURER:

MIKE WEBBER. (Tel: Ex Directory)
31, Phillipps Avenue,
Exmouth, Devon.

HONORARY RALLY SECRETARY
AND MAGAZINE EDITOR:

MALCOLM BATH. (Tel: 01-508 0415)
24, Durnell Way,
Loughton, Essex. IG10 1TG.

HONORARY (Until 31.1.84)
SPARES SECRETARY.

REG VARNEY (Tel: Ex Directory)
32, Mackie Road,
Filton, Bristol, Avon.

HONORARY S/HAND
SPARES SECRETARY:

Vacant.

HONORARY ARCHIVEST:

ALAN FENTON. (Tel: Ex Directory)
18, Charthouse Road,
Ash Vale, Aldershot, Hants.

ORDINARY MEMBER NO.1:

RON HAGGER, (Tel: 0582 840643)
6, Old Watling Street,
Flamstead,
St.Albans, Herts.

ORDINARY MEMBER NO.2:

EDITH WEBBER, (Tel: Ex Directory)
31, Phillipps Avenue,
Exmouth, Devon.

When writing to a committee member and you require a reply,
please enclose a stamped self-addressed envelope.

Please note that all the above committee members fulfill
their posts in their spare time and not as a full time occupation.
So when contacting them other than by letter, please ensure that
you choose a reasonable time of the day.

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November 1983.

ED'S PIECE.

Well, following our AGM in October, I find myself as editor and rally secretary of the club. I have wanted to get my hands on the mag for some time as I believe that its non-appearance in recent times is the main contributor to the clubs present demise.

In the report on the AGM which is elsewhere in this issue you will note that financially the club is quite healthy, but we are lacking in enthusiastic man (or woman) - power. Reg Varney has requested that he be relieved of the spares secretarys position in the next few months. Reg has probably done more than anyone else in the club in fulfilling different committee posts and helping to keep our ship afloat during the past ten years. So he well deserves a rest.

How about you doing the spares job for a year, or perhaps we could split the spares between two people, say Engine and Gearbox to one person and rear axle, brakes, electrical and trim to another.

Changing the subject. I hope you like the straightforward layout of the mag which has been unashamedly pinched from TROC's Globe with Tom Robinsons permission (I think!)

I have inherited a lot of information which is anything up to six months old, so some items, adverts etc. may have since been superceded but in the next (winter) F.P. I hope to be getting into the swing of this job. I need articles, letters, technical bits etc. to use in the mag (I would especially like to hear about people who find alternative non-Mayflower parts to fit to their cars to keep them sailing!) So please drop me a line soon.

Did anyone miss the August issue of Practical Classics magazine which has some lovely photos and a write-up about Mayflowers and those bigger Mayflowers with four doors! Yours truelys cars were used for the photos and our cover picture is one of the many that were taken.

As I write this piece I am preparing to load my flower up to the gunnels with the clubs equipment and set off for the Brighton Classic Car show, where we are sharing a stand with the Razoredge and Roadster Clubs. I am very disappointed that this year, nobody has offered to take their car to the show (even this years Concours winning car is not available for representing the club), also no other committee members or ordinary members have offered to share the general running or policing of our stand during the three days. If I cannot get any support for next year, I shall scrap the clubs involvement in this event completely.

Thats all from me for now, Best wishes to you all for Christmas and the new year.

See you in February,

Malcolm Bath.

Our 1983 annual Rally preparation began back in 1982 when your Committee decided that Woburn Abbey would be a good place to hold a Rally. It was reasonably central, was suitable for family outings and we had not previously held our event there.

After initial contact was made with the Estate Manager we were advised that a facility fee of £75.00 was charged, although slightly reduced entry fees to the ground were available to club members. Some months and a few cordial letters later the facility fee was abandoned and an entry fee of 50 pence per car was negotiated.

On the Wednesday before our Rally I went to Woburn and, arrived with a map of our site which the Estate Manager sent me, I reconnoitered our site. The area was flat alright, but the grass was a bit long and the numerous cow pats ranged from hard and crunchy, to new laid. (The official Woburn Abbey leaflet describes in glowing terms the herds of wild deer, but does not mention the herd of about 100 domestic cattle!).

And so came the Sunday morning when we loaded my wife's Estate Car up with all the pots, ropes, cones, stakes, tables, chairs, bunting, boxes of club leaflets, maps etc needed for the day, and with my new in-laws Pete and June in my 'Flower' and the children and myself in the Renown, we set off to Woburn.

About half an hour after arriving and starting to set up, the Estate Manager came trundling across the fields in a four-wheel drive thing and exclaimed 'You're in the wrong place'. 'You should be over there at the top of the hill nearer the Abbey and the other facilities!'. After a few well chosen words mumbled under my breath into the car boot, the other half a dozen cars and I repacked our gear and set off for the new spot which turned out to be in an even better position than the first one.

As eleven o'clock came we were well set up with two steady growing rows of 'Flowers' and Razoredges glittering in the sun light, our information/Rally control and spares stalls organised, Malcolm Warren's P.A. system, pouring out some stirring Glenn Miller interspersed with suitable snippets from TROC's very own version of Terry Wogan at the microphone Tom Robinson, and the TROC and TMC concours judges starting their own very long and difficult tasks. Reg Varney and Pete ? were doing, TMC while Stewart Langton and Gordon French were doing most of TROC with Norman and Peggy Wareham doing the TROC interior judging.

Yours truly was rushing around as usual wishing (again) that he had organised all better than last year and being thankful that it was only once a year.

After lunch along with Bob Parsons, Alan Fenton, John Bath, Reg Varney and Pete we set up the motorised games in the allotted area. I went through each one in my Renown just to see if they were all set up correctly (I had not tried any of them out before - honest!) and then watched as the first few cars came over to have a go. Whereas in previous years there has always been a reluctance by members to put their old cars through my very mildly sporting tests, this year there rapidly developed a long queue all eagerly waiting their turn.

While the tests were going on Pat Robinson and my wife Janet along with other assistants smoothly set the games in motion - aided of course by Tom on the P.A.

The egg and spoon race required a number of heats because there were so many children around. (I've had so many egg sandwiches and egg salads since that day I think I'm beginning to cluck!),

The sack race went well (I wonder how many of you noticed that the rubbish sacks which were put out in the morning were rapidly retrieved when I discovered that I had forgot to bring any for the race!).

The spoon and piston race produced some ingenuous methods of cheating as the pistons had holes in them (they were all Wartburg 2 stroke pistons, sorry all you purists out there).

There was a very good response to the 'Welly Throwing and Half Shaft Tossing' and quite a few people had to scatter quickly as stray wellies and half shafts went off course!

In addition to this, Gus Deegan was feverishly trying to collate all the day's events results onto a single sheet for prize giving (many thanks to Gus) the TROC spares stall was doing a booming trade selling about £800./worth of spares during the day mainly under the eagle eyes of Ed and Daphne Lacey and Jennie Laughton, and many others were doing their bit by manning the information tables, chatting to new members etc etc.

At about 4.15 some very dark clouds loomed on the horizon so it was decided to make the prize giving as quick as possible. With Tom set at 78 R.P.M. on the mike, and a glittering display of cups, shields and children's prizes waiting to be given away, we completed the presentations in what we must have been record time just ahead of the first spots of rain. TROC Chairman Ed Lacey and TMC Stalwart Phil Hall presented the awards details of which appear below.

One of the highlights of the day for me I'm sure for many others was to see Phill at the Rally looking so well with his new 'Trendy' image!

In past years the numbers of commemorative brass plaques sold at the Rally had diminished, so that this year it was decided not to buy any. (They cost about £70.00 for 30). True to Murphys Law it seemed that this year nearly everyone was asking for a plaque! Maybe we will have some again next year.

Well that was it for another year and apart from saying thanks to Malcolm Warren of Club Triumph for bringing and setting up the P.A. system, and all the other Committee members who helped to make the day run sort of smoothly. It only remains for me to say thank you to all of you who came along. Especially Jacques Fer and Family from Switzerland in his 1800 and including our friends from the Standard Register and the Triumph Roadster Club and I hope we see you all again next year.

RESULTS:

Distance Award: J. Smethurst - 196 miles.

Driving Test: J. Smethurst.

Concours Award: 1st - Ron Hagger (1952) Black (- or Green if you stare at it long enough!)

2nd - John Gogay (1952) Blue.

Miss Wheeler Trophy
(For ladies): No female entries!

Chairmans Cup:
(For services to the club) Malcolm Bath (fix!)

Other information:-

Total of cars attending:	TMC	12
	TROC	12
	OTHERS	9

Details of concours judging were as follows:-

Rally No.	Car Reg. No.	(Marks out of ten - two judges)					General function.	Total.	Final positi
		External	Interior	Engine comp.	Under side.				
1.	PMV 97	9	9	9	10	10	10	10	98
2,	NUU 158	7	7	7	7	6	7	10	10
3.	PKK 101	8	8	7	7	7	7	8	8
4.	NZ 4086	5	4	5	5	6	6	6	6
5.	HFY 812	5	5	5	6	6	6	8	7
6.	PYA 755	6	7	7	7	7	6	8	7
7.	WMD 111	6	5	5	5	5	5	6	6
8.	RHT 168	8	8	6	7	-	-	5	5
9.	PYB 91	6	6	7	7	8	8	8	8
10.	PHY 533	5	5	5	5	5	5	7	6
11.	FVL 435	4	5	3	4	4	4	5	6

"These are published only to enable members to see what our judges thought of their cars. The very last thing the club wishes to encourage the notion that only the best cars are welcome at events. We like to see you all - with or without your Mayflower."

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Mr. R.D. Goodrick is an Auto Electrician (does he run on batteries - sorry, Ed.) who has offered to help any members with queries. Queries and Answer could make good magazine material. Please write to 53, Grove Avenue, New Costessey, Norwich. NR5 OJB.

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EVENTS 1984. Plenty of these, but all held over until the next issue.

Chairmans Letter.

I was reassured to see that, despite the comparatively short notice, a good selection of 'Flowers appeared at the rally on 17th July. You will be given a full report of the day's events elsewhere in this issue, but I would like to take this opportunity to record the Club's appreciation of the hard work which Malcolm Bath put into organising it (and the other promotional events which have taken place over the past year involving 'Flowers and Renowns.) It was for this reason that I nominated him for the Chairman's Award. I was going to say all this at the Rally, but an incipient thunderstorm brought the proceedings to an unusually abrupt end, and the prizegiving could not wait for speeches.

There was quite a variety of cars; the quality of the 'Flowers on show was high, and there was an interesting early maroon example (with small back window, chrome bonnet centre-strip etc.), a well-known perfect dark green specimen (the story that Ron Hagger's back injury resulted from his pushing this car to the rally to save wearing out the engine and upholstery is, I understand, without foundation) and a silver-grey car which has given me some food for thought. Beneath the bonnet of this car was a very neatly installed Herald 13/60 engine, which has transformed its performance. Whatever the purists may think (are there any in the club apart from Ron?), this does seem a very practical solution to the problem of how to enjoy daily razoredge motoring without its disadvantages (i.e. being unable to keep up with the traffic and having to fit a new head gasket every 3,000 miles, this is said with some feeling, as my own 'Flower, which has been in daily use, is showing the dreaded symptoms yet again).

The owner of the aforementioned silver-grey 'Flower (who shall remain nameless (a) in case of reprisals and (b) because I forgot to ask who he was) will possibly be sharing his guilty secrets with us in a future issue of "Flower Power". I shall be most interested to find out what the conversion involves, as I just happen to have a spare 'Flower with fairish body, but no engine.....

I have been encouraged to hear that some of our members are giving serious thought to the possibility of getting involved in the running of the club, now that the gravity of the present position is clear. We will need at least half a dozen members willing to invest some of their time and enthusiasm if we are to have as assured future as an independent club. Just in case we are not deluged with volunteers at the AGM, we have had to consider merging with one of the other Standard-Triumph owners' clubs. You will see the formal proposal that this be investigated, elsewhere in this issue. This really will be the only practical way of continuing the Club's activities if we cannot find enough committee-members this autumn. If the meeting fails to provide a sufficiently large committee to enable the Club to keep going, and also fails to authorise amalgamation with another club, then the only option left will be to have the Club wound up and its assets (i.e. the spares) sold. This will mean no more spares, no more rallies and (you have had a foretaste of this!) no more newsletters. I do not want to dissolve the Club, but if it is the only choice, then it will have to be done.

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Please, therefore, come to the AGM; you will now appreciate how important this one will be both for the future of the Club and for your ability to keep on 'Flowering over the remaining years of this century. AGMs may not sound very glamorous, but they can be very interesting and we should be at a very pleasant location this year. I look forward to seeing you there.

PETER BURDGE.

P.S. I understand from "The Globe" (the magazine of the Triumph Razoredge Owners Club) that the Cantonese name for the 'Flower' is "Kun Choy Cheh", which apparently means "the coffin car". This piece of useless information was supplied by the Triumph Car Club of Malaya.

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Minutes of the AGM held at Eathorpe Park Hotel on 15th October 1983

Meeting opened by Peter Burdge at 2.00.p.m.

1. Apologies for absence received from: A. Leachman., T.C.Mills., Mr.Ridgeway.
2. Minutes of 1982 AGM taken as read: Proposed by R. Hagger. Seconded by M. Bath.
3. No matters arising from 1982 AGM.
4. General/Membership Secretarys Report: A. Leachman has been acting as temporary Gen/mem secretary, and did not attend, therefore there was no report. Gus Deegan stated that there were 69 paid up members, plus 15 or so new members.
5. Treasurers Report: Not available.
6. New Spares Secretarys report:

Receipts:	Debits:	
Balance @ 30.9.82 1322.73	Spares Bought 813.18	
Sales & Spares for year. 1312.50	Part payment of loan to purchase rubbers. 600.00	
Sales of Rubbers. 235.65	Postage (not paid by members) 5.28	
<u>£2870.88</u>	Balance at bank 30.9.83. 1452.42	
		<u>£2870.88</u>

Spares on hand amount to approximately 3½/4 thousand pounds. R.Hagger asked if any new spares were urgently required. R.Varney requested exhaust valves. R.H. may be able to help, know of a good supply that needs sorting. R.V. says club would be interested in any number. P.B. stated that T.J.Davies of Harpenden may be interested in any not required. G.D. offered two suitcases full of head gaskets. M.B. asked - any plans being made for thermostat housings. Apparently not, but may be feasible. No other spares queries. Proposed by: Mr.Taylor. Seconded by: Mr.Webber.

7. Second Hand Spares Secretarys Reports: None. No spares secretary for approximately three years, due to lack of storage space. These are still at Frank Lanes lock-up garage.

Cont'd/

8. Rally Secretarys Report: STIR 8 and Main Rally discussed. Committee agreed there is no need for any other events, Next event Brighton Classic Car Show, any volunteers for stand?. P.B. Suggested Graham Dean. M.B. will pursue. M.B. has been in touch with Blenheim Palace regarding 1984 rally and made a tentative book for 22nd July 1984. Similar activities as 1983 rally. No other points arising. Proposed: R.Varney.
Seconded: A.Fenton.
9. Magazine Editors Report: G.D. Stated that last magazine was lost in post and too late to reprint before AGM. As from now on the "Flower Power" will be adited by M.B. Hoping to continue four per year. Proposed:R.Hagger.
Seconded:B.Taylor.
10. Chairmans Report: P.B. thanked all committee members for their support, in particular R.V., M.B., and G.D. For the benefit of more recent members P.B. quoted a letter dated July 1956 about the Mayflower Club.

P.B. feels that the club is financially sound. The basic difficulty is finding people enthusiastic enough to run the club. P.B. suggested the winding-up of the club if there were not enough people interested. The Last proper audit was in 1978. P.B. suggests that if the Club continues, we should get the accounts sorted and audited. Suggested using a book-keeping service to sort these and then to have them checked by qualified auditor. P.B. has made enquiries to other clubs re amalgamation. Logical choice would the TROC or the Standard Motor Club. He feels the future may lie with them, but he needs the agreement of the TMC members. Would need an EGM to do this, or to wind-up the club. G.D. queried idea of amalgamation. He feels SMC would not be prepared to take on the committee posts of TMC. He strongly wishes the club to continue, as all committee members present were. Several other members gave their reasons why the club should continue. R.H. stated that there was apathy generally in all car clubs. P.B. suggested a new approach to membership, to try to keep members interested. M.W. asked if £10 spares loan was refunded on termination of membership. P.B. said yes, if requested by the member. Continuing detailed discussions on the future of the club. If any conclusion reached today involving SMC, a TMC member would attend their AGM in November.

11. Election of Officers and Committee Members for 1984.

		Proposed.	Seconded.
Chairman.	Peter Burdge.	R.H.	M.W.
Vice-Chairman.	Alan Fenton.	R.V.	R.H.
Treasurer.	Mike Webber.	R.H.	M.B.
General and membership Secretary.	Andy Leachman.	M.B.	G.D.
Magazine Editor.	Malcolm Bath.	R.V.	P.B.
Rally Secretary.	Malcolm Bath.	R.V.	P.B.
Spares Secretary.	Vacant		
Archivist.	Alan Fenton.		
Ordinary Member No.1.	Ron Hagger.		
Ordinary Member No.2.	Edith Webber.		

Mike Webber is willing to take on the job of treasurer providing the accounts are in order and have been audited. P.B. will have this done by Xmas.

12. Any other business: Resolutions put forward as per P.B.

- a. Amalgamation - 7 voted for. 4 voted against.
- b. Disposal of spares. 8 voted for. 3 voted against.
- c. EGM to dissolve club. All voted against.
- d. (1) That the club continues with the officers elected today, but on the basis that if no persons have, by 31.1.84 undertaken to become spares secretary, or otherwise to take on the spares secretaries duties, the committee will forthwith call an EGM (a) to propose the amendment of the constitution to allow the club to end the new and s/h spares services with effect from 31.3.84 and therefore to dispose of the new and s/h spare as it shall think fit and (b) to propose such other motions as it thinks fit.
(II) That an EGM be called to dissolve the club.

13. M.B. Proposed that the fees should stay the the present rate
Motion carried by a show of hands.

Meeting closed at 5.55.p.m. by Peter Burdge.

Members Present: Malcolm Bath.
Edith Webber.
Mike Webber.
Ron. Hagger.
B.Taylor.
Norman Ward.
G.Deegan.
R.Varney.
Peter Burdge.
Alan Fenton.
Janet Bath.

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CLUB CLOBBER---

Ties. Reg Varney may have some, if not, we've run out.

Car Badges. As for ties.

Pens. Run out.

Lapel Badges. Non existant.

Windscreen Stickers. 50p incl. p&p. from the Editor.

***** WANTS ***** WANTS ***** WANTS ***** WANTS ***** WANTS *****

Mayflower. Mr.C. Oxley, 41, Maddocks Close, North Cray, Kent.
Tel: 01-302 2883.

F.P.Editor. - Needs articles, technical or otherwise, for the Mag - PLEASE !!

CLASSIC CAR SPECTACULAR, KNEBWORTH.

This event, held at Knebworth Park, Hertfordshire on July 10th would have gladdened the heart of any Triumph enthusiast.

True, there were no Mayflowers, for their turn was to come the following weekend and the TR's were narrowly nudged out of the concours by the MGB's, but the display of no fewer than 118 Triumph Stags on the club stand catering for this model must be a record!

Other Standard and Triumph clubs represented, with the numbers of cars were:-

Standard Motor Club	18
TR Drivers Club	15
TR Register	35
Club Triumph(North London)	20
Club Triumph(Eastern)	20
Triumph Sports Six	17

In addition, the Triumph 2000/2500/2.5 register was represented, and the TR register won the award for the best club stand.

As usual with this type of event, there was an Autojumble, and some of the stalls had items of interest to Mayflower owners.

John Davies, who specializes in vintage and collectors car spares, had a selection of Mayflower steering parts.

Handy copper brake pipes were on display by Automec who claim to be able to supply, normally within 7 days, ready-to-fit copper brake pipe sets for most left and right hand drive, including the Mayflower.

Cherished Car insurance policies were being offered by Hall & Clarke who use a converted London double-decker bus as a mobile office. To qualify, cars must be 15 years old or more, and a standard production model.

As an example of their premiums, they quote for an Austin 1953 A40 Somerset with comprehensive cover and an agreed value of £750 used in London, with 2000 miles annual mileage, the very moderate premium of £30.15. This obviously applies only to the UK, but the policies are underwritten by Nationale-Nederlanden, so overseas readers might like to check with their local insurance brokers whether Nat-Ned operates in their countries.

Just a couple of notes before giving the addresses. Firstly these are given for information only and neither the writer nor the Triumph Mayflower Club will accept any legal responsibility should disputes arise. Secondly when writing to suppliers, please enclose a self-addressed envelope, either stamped (in the UK) or accompanied by an international reply coupon (overseas).

ALAN FENTON.

Addresses:

John Davies,
1, The Cloisters,
Grange Court Road,
Harpden,
Herts. England.

Hall & Clarke
Insurance Consultants,
67, Park Royal Road,
London NW10 7JJ
Phone.01-965 2751

Handy Copper Brake Pipes
Automec Equipment & Parts
Ltd.
Arden House, West St.,
Leighton Buzzard,
Beds. Phone.(0525)375775

**** SALES**** SALES**** SALES **** SALES **** SALES **** SALES **** SALES

Mayflower Manifold with Carb. Offers to Paul Reynolds Tel: 01-892 6289.

Silver Mayflower. Garaged under dust sheet since 1976. (Owner deceased). Tyres flat, red interior, engine turns over. Executor offers this car for sale - Mr. Jones 051-226 6300 (Liverpool - near Knotty Ash) (This sounds like a nice one - Ed.)

Mayflower Instruction book. Reasonable condition - cover tatty £2.50 including p&p. Apply to the Ed.

Mayflower Instruction Book. Complete in all respects, with pull-out lubrication sheets. Excellent condition £5. including p&p. Apply to the Ed.

Black Mayflower. Garaged for many years. Apply Dennis Cartledge, 32 (?) Northumberland Road, Redland, Bristol 6.

Mayflower Hub Caps. With or without hole in middle for Globe badge. (There is an original sales leaflet showing a 'Flower with the Globes on its hub-caps. So the ones on my car I class as 'original' equipment, Ed.) Apply - Jodel Products, 3, Treetops Close, Woolwich Road, London, SE2.

Mayflower Shock Absorbers. Stevenson Motors have some in stock. Tel: 021-472 1702. (Birmingham).

Black Mayflower. Runner - no M.O.T. Restorable condition. £250.0.n.o. Mr. V. Alexander. Tel: Devizes 2550 - evenings.

Two Mayflowers. North Wales - Will almost give away. Apply Mr. John Griffiths. Tel: Hawarden 4194.

Assorted Mayflower Spares. Lots of them! All second hand. Make Keith Allwright an offer he can't refuse. Tel: 0702-557555. (Leigh-On-Sea, Essex.)

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CHERISHED NUMBERS

On 25th November last year the Parliamentary Under Secretary of State Mrs. Lynda Chalker, announced that the Department of Trade was to mount a final drive to record all old vehicles which are not already registered on the computer records at the Driver and Vehicle Licensing Centre.

In the latest communication from them it states that this period will end on 30th November this year. Therefore if you are currently restoring a Mayflower its original registration number must be recorded on the computer register if it is your intention to retain this number.

For further information contact the Vehicle Enquiry Unit at the DVLC Swansea SA6 7JL (Tel: 0792 72134).

STANDARD TRIUMPH INTERNATIONAL RALLY 1983

When I received details of the STIR 8 event earlier in the year I found that it was to be held in Holland the weekend following my forthcoming marriage on 21st May!

As Janet and I have between us two children to look after during the week and four at weekends, a week's 'honeymoon' was out of the question, but maybe a long weekend in Holland would be possible if only nanny and grandad would be willing to

As the wedding approached we polished the Renown, changed its oils, greased everything and eagerly sent our cheque off to Colin Roberts who was organising things on behalf of Club Triumph Holland.

The Renown being clean and shiny was to be fortuitous, as on the Thursday evening before our wedding, Geoff Le Provost of Practical Classics phoned us up and asked if they could pop over on the Friday morning to take some photos of our Mayflower and Renown for an article they were to run in their August issue.

Photos duly taken in a local park (without Park keeper around!), we attached some white ribbons to all handles and around flaming torch, to sun visors, and on the Saturday were duly married in said tarted-up Renown.

The itinerary for STIR 8 was to depart Dover on the 10.00 am Friday ferry and return very late Sunday evening. So at about 5.00 am on the following Friday morning with confetti still on the seats, some white ribbon still attached to the door and boot handles and our G.B. sticker on the rear screen we set off for the check-in at the Holiday Inn Dover.

We arrived there and found the area crawling with Roadsters (there were about 22 of them going across) but there was only one other Razoredge that of Dave Gingel and the Mayflower of Sue and Ian Hodkinson.

We all duly went through Passport control etc and drove onto our Sealink Ferry and then on deck to wave goodbye to the white cliffs.

While what seemed like the rest of the passengers were all queuing at the duty free shop, Janet and I had a long lazy a-la-carte with a litre of 'Gerwatzinderbottle' in the Restaurant to while away a large part of the four-hour crossing to Ostende.

The "Organised parties of cars which will be escorted into Holland" turned out to be a sketchy map and a "bon-voyage" see you at Arnhem monseuir" followed by a friendly wave from a bewildered Club Triumph Holland Official at the harbour in Ostende. So Dave with his very low slung Razoredge, ourselves and an assortment of Heralds, Vitesse etc set off in the general direction of Holland.

"You will be met at the Belgium/Dutch border" it said on our blurb but as we passed a very small roadside sign which I think said 'Holland', we realised that there was no 'border' as we imagined it, so we sailed on towards Arnhem.

We had landed at Ostende at about 3.00 pm and it was about 9.00 pm when we realised that we had circumnavigated the Arnhem area more than once in an endeavour to locate the Papendal Sports Centre where STIR 8 and our hotel were.

As the sun was setting, we asked our third pedestrian in Arnhem where the sports centre was. Our little convoy now consisted of Dave, ourselves and a white vitesse which we picked up about 100 miles back down the magnificent motorways of Holland!

Arriving at the Hotel at about 10.00 pm we joined the crews of the other 110 approx. cars which had come over, and all of whom seemed to be besieging the reception desk asking why the hotel restaurant had closed at 7.00 pm, as most of us had pre-booked and prepaid for a meal which we had all been looking forward to. After our dash across a part of Europe, we were not very pleased.

cont/d

We decided to raid our considerable stock of food which we had brought with us and for the night to our room, - with single beds, to begin our official 'honeymoon'. (The entire hotel had single beds because it was the official athlete's accommodation when not being used by mad Englishmen driving old cars to Holland for a weekend).

The weekend was spent in the sunny but sometimes windy weather by attending on the rally field for part of the time, but mainly sightseeing in Papendal and Arnhem which was far more interesting.

Our two Razoredges attended the Rally together with Herr Clements Renown, also Sue and Ians and John Markerinks' (from Belgium) Mayflowers together with about 22 Roadsters and about 3 acres (sorry Hectares) of spitfires, Vitesses' Heralds and other assorted BMC/BL exports. (I do not remember seeing any Vanguards or the like, what a pity), we discovered that there was a booklet that had been produced giving a step-by-step guide to the scenic routes around the countryside.

We should have guessed what was to come when an STIR official came hurrying along and announced in his best Dutch/English that the very first line of the directions should read 'at the second set of traffic lights turn left' and not 'at the next set of traffic lights etc etc.'

True to form we all got hopelessly lost in the very wooded scenery around Arnhem and passed each other many times going in opposite directions.

Our car had performed faultlessly (except for its usual trick of being hard to start when still hot), throughout the 750 mile round trip.

Back to the scenic tour. We came across the National Open Air Museum, which has many old houses, windmills, bridges etc all set in vast woodland areas, on our tour and so we stopped there for a quite a few hours for a wander around.

When we eventually found our way back to Papendale in the afternoon things were being wound up at the Rally. So after saying our farewells to those we had come to know (most of whom were going deeper into Europe for the rest of the week), we headed down the motorway towards the midnight ferry at Ostende.

We arrived at about 10.00 pm and were the first in the queue on the dockside and were therefore guaranteed a place on the ferry, so we found a seafront Restaurant and ate away the time until departure.

On arrival at Dover somewhere around 4.00 am we queued with some more modern machinery for the customs, and were amazed to be waved through without our wheels stopping as we watched some 2.5 PIs and TR6s being given a real going over. Fifteen gallons and £25.00 worth of petrol later we were on the road to London where we finally tumbled into bed at about 6.30 am.

When we sat down later in the day to take stock of the past three hectic days we both agreed that it was great fun, and that we must do something like it again one day.

Although we had covered about 750 miles in the three days at an average speed of 60-65 mph without overdrive, the Renown proved completely reliable, very comfortable and easy to drive on the mainly superb Belgium and Dutch through routes.

A mention must be made about all the organisation work done by Colin Roberts which helped to make things so enjoyable.

Well, we now have a Renown with a real G.B. sticker on it and a great many photos and momentos to compile our 'Dutch Trip' scrap book.

As I mentioned above we would love to do a similar trip again so how about the T.M.C. tenth Anniversary in 1984, or a combined trip with T.R.O.C. for their 10th anniversary in 1985. Has anyone got any ideas for itinerary and destination?

"Tailpipe".

Acknowledgements must be made to the following, without whose help there would be no F.P.(This sounds corney, but its true - Ed) To Janet, who spent many evenings typing this magazine, and to Tom Robinson of TROC, who gave most of the ideas and who printed, colated, stapled, put-in-envelopes and posted the mag for us.

The next issue will include an article by Norman Ward about the conversion of the Mayflower to accept a Triumph Herald engine (40 mpg and 80 mph claimed!) as seen at the National Rally. (Assuming he reads this note). Also a report on the Brighton Classic Car Show at which TMC had a combined stand with TROC and TRC.

--ooOoo--

Next issue of Flower Power will be the Winter issue due out in February 1984. All information to Ed. by end of January 1984.

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Next committee meeting is at Peter Burdges house on 12th February 1984 at 2.00.pm.

--ooOoo--

I hope you have enjoyed reading this magazine. If so, drop me a line saying so. (I thrive on praise!) If not, still drop me a line with your obscene comments.

STOP PRESS - The combined Mayflower, Razoredge and Roadster Stand won the Stand of the Show award (for the under 1000 members class) which comprised of a Cup and £100 cheque. More news in the next mag.

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